U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

800 Independence Ave
Washington, DC 20591

In the matter of the petition of

Florida Air Transport

for an exemption from §§ 91.529(a), 91.529(b), 125.265(a) and 125.265(b) of Title 14, Code of Federal Regulations

Exemption No. 19143
Regulatory Docket No. FAA-2016-7045

CORRECTED COPY

The Federal Aviation Administration (FAA) is reissuing Grant of Exemption No. 19132 to correct an error duplicated exemption number. In Exemption No. 19132, the Exemption Number was issued in error. Please refer to the corrected Grant of exemption below.

GRANT OF EXEMPTION

Dear Mr. Iba:

This letter is to inform you that we have amended Exemption No. 19044, which we issued on March 20, 2022 by revising the Exemption Number and removing duplicative conditions and limitations. Below, we explain the basis for our decision and restate the decision with the revised conditions and limitations.

The Basis for the FAA's Decision

On May 7, 2022 and March 22, 2022, the FAA granted an exemption to Florida Air Transport (FAT) for an exemption from 14 CFR §§ 91.529(a) and (b) and 125.265(a) and (b) to the extent necessary to allow FAT to operate its Boeing Douglas DC-6 airplane without a flight engineer during flightcrew training, ferry operations, and test flights, and allow FAT flight engineers (FEs) to maintain currency in Douglas DC-6 airplanes using an Events Based Currency (EBC) program rather than obtaining 50 hours of operating experience or completing a competency check every 6 months.

In Exemption No. 19132 and 19044, the Exemption Number was issued in error. The FAA is also amending Condition and Limitation No. 5, and is removing Condition and Limitation Nos. 6

and 7. This is being done because the FAA determined the requirements established by 14 CFR §§ 125.45 and 125.401 already address those provisions. FAT is a Part 125 certificate holder[1], and compliance with those and all applicable regulations is expected.

The FAA's Decision

The FAA has determined that the issuance of Exemption No. 19044 remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, and 44701 which the FAA Administrator has delegated to me, I hereby grant Florida Air Transport an exemption from 14 CFR § 91.529(a) and (b) and 125.265(a) and (b) to the extent necessary to allow FAT to operate its Boeing Douglas DC-6 airplane without a flight engineer during flightcrew training, ferry operations, and test flights, and allowed FAT flight engineers (FEs) to maintain currency in Douglas DC-6 airplanes using an Events Based Currency (EBC) program rather than obtaining 50 hours of operating experience or completing a competency check every 6 months, subject to the following conditions and limitations.

Conditions and Limitations

1. Each flight crewmember assigned to perform FE duties on FAT DC-6 airplanes must:

   a. Hold an FE certificate with a reciprocating-engine powered rating;

   b. Have completed FAT's qualification and recurrent-events-based flight and ground training program for the DC-6 airplane within the previous 12 calendar months; and

   c. Perform FE duties while the pilot crewmembers perform three takeoffs and three landings to a full stop in FAT DC-6 airplanes within the previous 180 days before serving as an FE.

2. FAT must develop and maintain a written DC-6 airplane qualification and recurrent events based flight and ground training program for its FE personnel that covers the following training subjects:

FLORIDA AIR TRANSPORT
DC-6 FLIGHT ENGINEER EVENT BASED TRAINING CURRENCY PROGRAM (EBC)

EVENT	EVENTS PER	OTHER THAN A YEARLY EVENT
Review power settings, Climb, maximum (METO), and takeoffs	2	
Engine starts-battery only	4	1 each, every 3 months
Engine run-up	4	1 each, every 3 months
Engine analyzer usage (check engine and spark plugs)	4	1 each, every 3 months

[1] See 14 CFR § 125.1 and Part 125 Operating Certificate number FLRB946D issued to Florida Air Transport, Inc.

Carburetor de-ice and anti-ice checks	4	1 each, every 3 months
Hydraulics knowledge: Brake system (alternate and normal) Flaps usage in taxiing	 1 1	
Take-offs	4	1 each, every 3 months
Power and Runway computations	4	1 each, every 3 months
Setup of fuel – takeoffs	4	1 each, every 3 months
Setting power takeoffs	4	1 each, every 3 months
Propeller control and manual toggles	4	1 each, every 3 months
Auto-feather (if installed)	2	1 each, every 6 months
Engine power-settings – METO and climb	4	1 each, every 3 months
Cruise	4	1 each, every 3 months
Engine power-settings –cruise	4	1 each, every 3 months
Engine manual leaning and spark advance	4	1 each, every 3 months
Fuel management – cruise	4	1 each, every 3 months
Propeller setting using manual toggles	4	1 each, every 3 months
Engine analyzer to synchronize propellers (to recognize engine performance)	2	1 each, every 6 months
ABNORMAL and EMERGENCY PROCEDURES		
Engine shit-down in flight	2	Actual
Feather	1	Actual
Un-Feather	1	Actual
Drill : 2 engines, left and right	2	Once each side (zero thrust) - pair
ENGINE OUT PROCEDURES Approach Landing Touch and Go Go-around and Rejected landing	 2 2 2 2	 1 each, every 6 months 1 each, every 6 months 1 each, every 6 months 1 each, every 6 months
TWO ENGINE OUT PROCEDURES Left side engines Right side engines Go-around	 1 1 1	 Alternate actual and discussion between left and right side engine out events
Over-speed propeller	1	
Uncontrollable and runaway propeller	1	
Propeller control with failed tachometer	1	
Fuel leak in flight	1	Discussion only
Hydraulic system	2	1 each, every 6 months

Pump failure Contaminated system When to revert to boost out	1 1 1	
DC-6 FLIGHT ENGINEER EVENT BASED TRAINING CURRENCY PROGRAM (EBC)		
EVENT	EVENTS PER	OTHER THAN A YEARLY EVENT
Hydraulic failure Troubleshooting primary Crossover valve - manual positioning	 1 1	
Flight controls - boost out and on conditions Troubleshooting secondary Manual extension of landing gear	 1 1	 Discussion and actual
Access to forward cargo compartment - check nose landing gear	1	
Identify left forward panel	1	Finding main gear lines behind panel
Replenishment of hydraulic fluid Manual extension of flaps	1 1	 Discussion and actual
Landing with unsafe landing gear	1	Discussion
Fire warning system Knowledge of heater fire procedure Knowledge of smoke evacuation procedure Knowledge of pressurization (if installed) Knowledge of air conditioning (if installed)	1 1 1 1 1	 Discussion
Knowledge of non-pressurized ventilation (if installed)	1	
Electrical system Generator failure Loss of all generators Inverter failure	2 2 2 2	1 each, every 6 months 1 each, every 6 months 1 each, every 6 months 1 each, every 6 months
Review of fuel dump procedures	2	1 each, every 6 months
Fuel dump computation	1	
Fuel dumping Discussion Actual	2 2 2	1 each, every 6 months 1 each, every 6 months Discontinue after fuel vapor is seen from that tank's dump chute

3. Each FE who is employed or serves as a FE for FAT must receive the training identified in Condition and Limitation No. 2 above and be found competent and proficient to serve

as a FE in accordance with the stated training intervals. In addition, that training must be documented and endorsed in the applicant's training record and logbook by FAT's chief training officer.

4. FAT must employ the services of a chief training officer to supervise the training required by Condition and Limitation No. 3 above.

5. In addition to the requirements of 14 CFR § 125.401, FAT shall maintain current records of each FE crewmember that show whether or not that crewmember complies with Condition and Limitation Nos. 1, 2, and 3 (e.g., proficiency checks, training events, airplane qualifications, and flight time records).

Failure to comply with any of the above conditions and limitations may result in the immediate suspension or rescission of this exemption.

The Effect of the FAA's Decision

The FAA's decision amends Exemption No. 19132 to 19143 and extends the termination date to April 30, 2024, unless sooner superseded or rescinded.

To request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2016-7045 (*http://www.regulations.gov*). In addition, you should submit your request for extension or amendment no later than 120 days prior to the expiration listed above, or the date you need the amendment, respectively.

Any extension or amendment request must meet the requirements of 14 CFR § 11.81.

Sincerely,

/s/

Caitlin Locke
Acting Deputy Executive Director, Flight Standards Service

Enclosure:
Exemption No. 18485